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(2) Freight car adjusting facilities for the conversion of such modern wheel axles are at the Czechoslovakian transloading station of Cerna on the Czechoslovakian-Soviet border.

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## b. Hungary:

(1) So far it is only known that two Czech freight cars fitted with adjustable axles were checked in the Gyöer Railroad Car Factory on the basis of supplied technical drawings.\*\*\* It may be assumed that the production of such adjustable car wheels has started in the meantime.

(2) According to a still unconfirmed report, engineers Andras Mina and Gyöergy Szondy of the Ganz Railroad Car Factory in Budapest designed, in the summer of 1949, a new type freight car with three axles quickly permitting a conversion to broad gauge or European gauge with little effort.

(3) Two hydraulic adjusting plants are available at the Hungarian railroad station of Zahony on the Soviet border.\*\*\*

## c. Poland and Rumania:

Concerning these two countries it is only known that the older method developed by the Germans, as mentioned in para 1a above, is in use in Rumania chiefly for the conversion of tank cars. No information is available relative to the use or manufacture of freight cars with adjustable axles or the existence of hydraulic adjusting facilities at transloading points on the Polish-Soviet or Rumanian-Soviet borders. It may be expected that with the spreading of the modern procedure for the conversion of railroad cars to Soviet gauge or European gauge, such adjustable wheel axles and the pertinent adjusting facilities will soon be built and utilized in these countries also.

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## d. Soviet Zone of Germany:

(1) Until now only German type adjustable cars have been observed. They are designed for an exchange of the wheel sets in accordance with the procedure mentioned in para 1a above. These cars have an "r" added to their type designation. (1)(2)

(2) It is reported that the Waggon Car Factory in Goerlitz (previous designation Wumag) has been producing in quantity, since September 1948, the so-called Goerlitz turntable patented in 1923. These turntables may be used for the attachment of wheel sets having either the standard European gauge of 1435 mm or the wide gauge (Soviet) of 1524 mm. These turntables were first used for the new fast-train coaches built by the factory as repairation deliveries. A similar report has been received

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on the Railroad Car Factory in Annendorf, now a Transmash Soviet corporation plant, according to which fast-train coaches equipped with hydraulic devices for a conversion to Soviet gauge are being built. Both the mentioned plants use the older procedure described in para 1a above.

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(3) The manufacture of undercarriages or wheel sets for the conversion of gauges by an adjustment of the wheels was reported for the Railroad Car Factory in Dessau, also a Transmash Soviet corporation plant. The adjusting of the wheel axles from European to Soviet gauge is done by hydraulic pressure, the axles being extended in a way similar to a telescope. No details on the rate of production are available. The design of these railroad cars is in accordance with the modern procedure mentioned in para 1b.

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